



Welcome to

Leduc

*a town
with a future*

LOCATION:

South Half of 35-49-25 W. 4th
20 miles south of Edmonton
Intersection of Highways No. 2 and 39
Latitude 53/16, Longitude 113/33

ALTITUDE: 2394 feet.

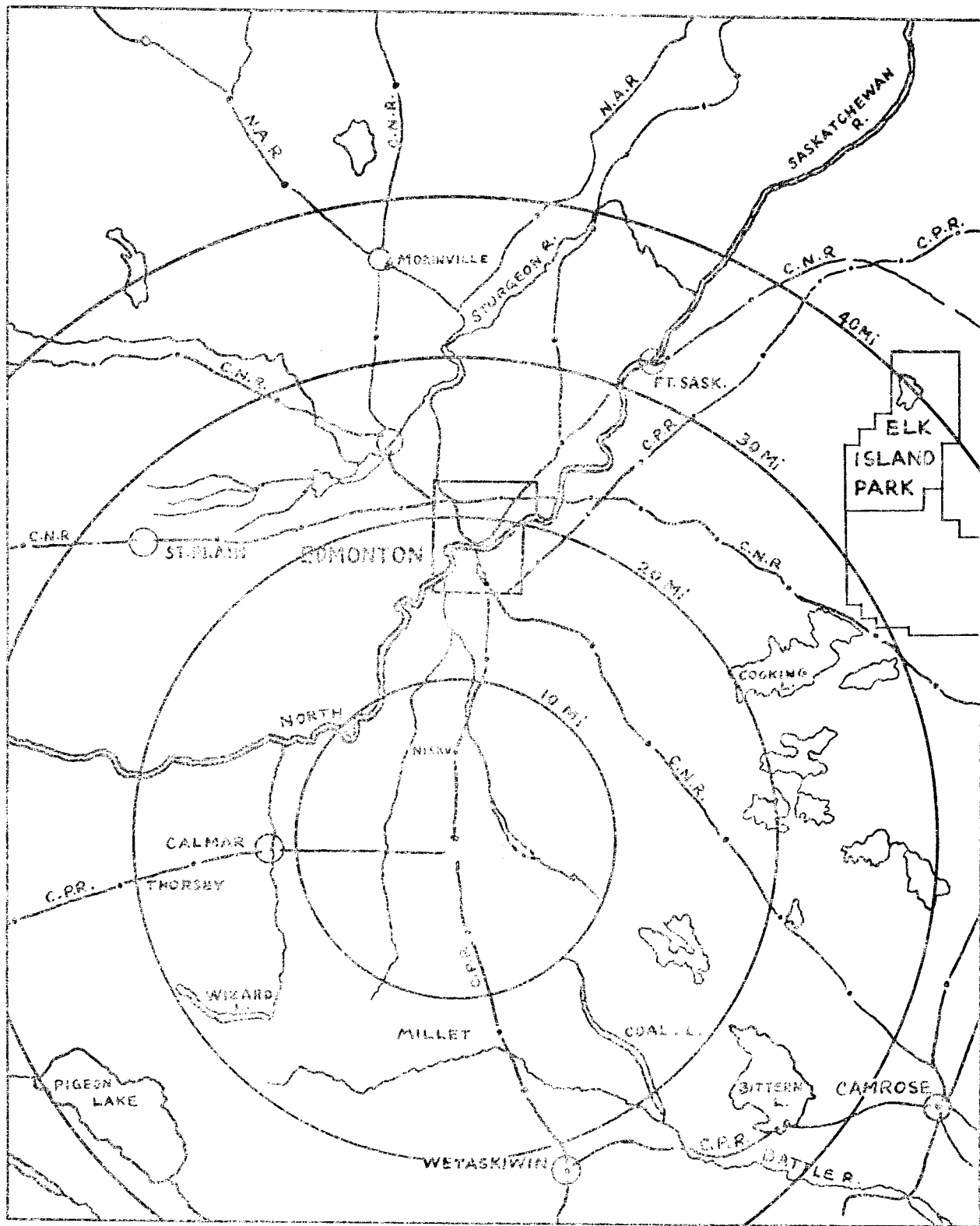


*In the Heart of Alberta's
Oilfields*



POPULATION 1840
(1952 Census)

THE REPRESENTATIVE, LEDUC



Business Information

INDUSTRY AND BUSINESS

Auto Body Repair	2	Groceries	2
Auctioneers	1	Hair Dressers	1
Bakeries	1	Hardwares	3
Banks	2	Hotels	1
Barbers	3	Implements	6
Black Smiths	2	Insurance and Real Estate	2
Bowling Alleys	1	Jewellers	1
Butchers	3	Law Offices	3
Cartage	1	Laundry	1
Chop Mill	1	Lumber Yard	1
Clothing (Men's)	1	Milk Distributors	1
Clothing (Women's)	1	Oil Distributors	5
Coal Dealers	2	Photographers	1
Cold Storage Lockers ..	1	Plumbers	2
Construction (Oilfield) ..	5	Pool Rooms	1
Creameries	1	Printing Shops	1
Department Stores	4	Radio Repairs	1
Doctors	2	Restaurants	4
Dentists	1	Shoe Repairs	1
Drilling Yards (Oil- field)	3	Sign Painters	1
Drug Stores	2	Tailor Shop	1
Dry Cleaning	1	Theatres	1
Egg Grading Station	1	Tinsmith	1
Electrical Appliances ..	1	Taxis	1
Electrical Contractors ..	1	Variety Stores	1
Funeral Parlors	1	Veterinaries	1
Furniture Stores	1	Transport (Oilfield Equipment)	6
Feed Mixing	1	Transport (Inter- urban)	1
Garages	9	Welding Machine Shops ..	2
Grain Elevators	4		

Public Service and Activities

Public Library, W.I.	1	School (Clover Bar S.D.)	
Service Clubs	4	Classrooms	28
Lodges	4	Enrolment	735
Churches	6	Teachers	28
Leduc-Strathcona Health Unit		Buses	7

Leduc Oilfield

On February 13, 1947, the Imperial Oil Company brought its discovery well into production; and to a great extent changed the economy of the area. There is every indication that the Alberta Oilfields will make Canada self sufficient in oil production.

In the course of six years much progress has been made. As of December 31, 1952, there were 1,082 producing wells in the Leduc Woodbend field. Production increased from 372,427 barrels in 1947 to 17,833,499 barrels in 1952. Oil and gas are distributed through a great network of underground pipes. The gathering lines in the Leduc Field converge at the railhead at Nisku (5 miles north of Leduc). From Nisku it is transported by tank car and pipe lines to refineries at Edmonton, Calgary, Vancouver, Regina, Manitoba and Ontario. A 20-inch pipe line was completed in 1951 to pipe crude oil from Edmonton to Superior, Wisconsin.

Three refineries have been built in Edmonton since 1947. The first Edmonton refinery was originally erected at Corpus Christi, Texas. The plant was moved to Whitehorse, Yukon, as a war measure. It was purchased by Imperial Oil for \$1,000,000 in 1947, transported by truck to Dawson Creek and by rail to Edmonton. Total cost of dismantling, transportation, re-assembling and additions was over \$10,000,000.

A \$6,000,000 desorption plant has been built in the Leduc field. The gas gathering lines from separators converge at this plant where it is converted into propane and butane. The balance is piped into the city of Edmonton. This is a commendable conservation measure. Other desorption plants are scheduled for construction in the immediate future.

Crude oil is of high quality and suitable for almost every type of internal combustion engine. It is free of sulphur and other impurities. The average depth of D2 wells is 5,100 feet, and of D3 wells 5,200 feet. The Leduc field is centred about 7 miles west and 5 miles north of Leduc and a visitor would find much of interest in this area.

The highlight of the history of the field to date was supplied by Atlantic No. 3 well. This well blew in on March 8, 1948, completely out of control. Six months later, on Labour Day, the derrick had collapsed, and the well ignited, causing a spectacular blaze. Three days later it was brought under control by forcing water through relief wells which were completed at this time. In its wild career, Atlantic No. 3 produced more than 1,000,000 barrels of oil. All other wells in the field were shut down so that the pipe line and tank trucks could be devoted entirely to transporting the crude to Nisku railhead. The Atlantic No. 3 disaster served to create international interest in the Leduc field and to bring before millions of people the fact that Leduc is an oil producing centre of major importance.

Agriculture

The Leduc Area is classified as parkland (the grass land has been partially invaded by woodlands, mainly of deciduous trees). The district lies in the black soil zone with 12 to 14 inches of black to very dark brown surface soil. These soils are the most fertile in the province, having three or four times as much nitrogen and organic matters as the average brown or grey wooded soil. A high percentage of the area is arable.

Leduc lies in census division No. 11 which centres a few miles west of Edmonton. The average yearly precipitation is 17.38 inches. The mean yearly temperature is 37° F. There is an average of 98 frost free days and a growing period of 115 days.

There are 8,700 farms in Division 11, averaging 268 acres of which 141 are under cultivation.

The 1951 grain yields were well above provincial averages. There is a predominance of livestock. The swine population exceeds that of any other division by a wide margin. The same applies to poultry. It is interesting to note that a thousand farms in the division are equipped with milking machines (better than 1/5 of the provincial aggregate) indicating the growing importance of dairy farming. The territory west of Leduc is specially adapted to legume crops.

Two thousand farms are on power lines with a concentration in the Leduc district. Following the discovery of oil, many farms are heated with gas. For others there is a ready source of good coal throughout the district. Leduc is comparatively well served with a hard-surfaced main highway and gravelled roads. Edmonton provides excellent facilities for a marketing centre.

History Highlights

The history of Leduc begins in the year 1876 when the first settlers arrived. In 1891 the main line of the Canadian Pacific Railway from Strathcona to Calgary was completed bringing in its wake a large influx of settlers. About 1890 Lt. Governor Dowdney established a telegraph station which he named "Leduc" in honor of the pioneer priest Father Hippolyte Leduc. Father Leduc was an Oblate priest, born in Evron, France, and ordained in 1864. In 1865 he journeyed west to Pembina, and to St. Albert and Edmonton in 1876. He died in Edmonton in 1918. Leduc was incorporated a town in 1906. The first mayor was C. W. Gaetz. The streets of the town are named after former agents of Canadian Pacific Railway stations between Edmonton and Calgary. The first school house was built in 1900. Pupils attending numbered 26. Dr. Wood was the first resident doctor in the district. Bob Edwards was the first newspaper editor but remained in the district a short time only. Leduc came into prominence with the discovery of oil in the district in 1947. The town boomed overnight and trailer and shacks were moved into the town to be used as living accommodation for oil crews.

Transportation

C.P.R. Edmonton - Calgary
C.P.R. Edmonton - Saskatoon
C.P.R. Leduc - Hoadley
Greyhound Edmonton - Calgary
Canadian Coachways Edmonton - Thorsby

Utilities

Gas Leduc Utilities
Power Calgary Power
Water Town of Leduc

Federal

Post Office R.C.M.P. Detachment

Provincial

Alberta Government Telephones
District Agriculturist

Municipal

Town of Leduc - Office and Fire Hall
Municipal District of Leduc No. 75
Volunteer Fire Brigade

Recreation

Covered Skating Rink
Curling Rink, 4 sheets
Resort: Pigeon Lake, 35 miles
Alexander Park — Baseball, etc.

Letter

Board of

Trade

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